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TORQUE TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



VOLUME XVI • NUMBER 2 • NOVEMBER-DECEMBER 1997

BUICK
1937  1938

The 9th Cylinder

BY HARRY LOGAN (#651) EDITOR

Merry Christmas (*Happy Hanukkah*) and a Happy New Year to all our members. And a Happy 60th birthday to all our 1938 Buicks.

Our membership just before renewal time last August was at an all time high of 558. We are now down over a hundred from that number. In January I will mail a reminder to those who did not rejoin. Hopefully most will return.

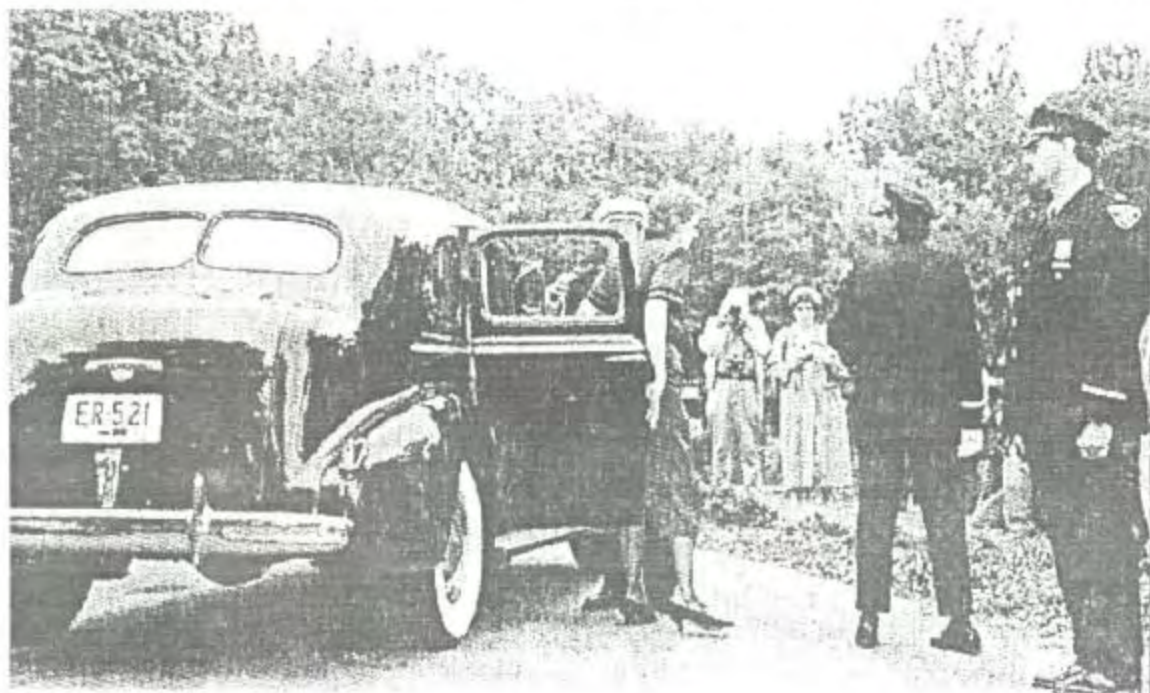
This 1938 Century Sedan carried Eliot Ness ashes to his funeral in Cleveland, Ohio last September. Ness was the Cleveland Safety Director and leader of Federal Prohibition agents known as the "Untouchables." Their exploits became the stuff of books, TV and movies.

Ness and his agents raided Chicago "speakeasies" (illegal but numerous bars during Prohibition) and smashed Al Capone, the legendary Chicago gangster, and his liquor operations during Prohibition. They helped convict Capone on income tax evasion charges. In Cleveland, he routed out police corruption, cut juvenile crime and started a citywide Boy Scout program.

Ness was laid to rest in Lake View Cemetery, where President James A. Garfield and John D. Rockefeller are also buried. His ashes had been kept by his family since his death in 1957 of a heart attack at age 54. Ness was credited with establishing Cleveland's first police academy and modernizing its safety forces. Thanks to **Frank Wrenick** (#25) and **Chuck Ash** (#500) for sending in articles on the funeral.

José Pardo (#558) in Cali, Colombia sent this note along with his renewal check. "I am very pleased to continue being a member of the '37-'38 Buick Club. I had every intention of joining the Western Meet but my business partner's daughter happened to choose September 21 as her wedding date. I even tried to convince her to change the date, to no avail. She will ride in my 1937 Roadmaster to the church and to the wedding reception at the Country Club. In fact, I will be her chauffeur for the evening."

In the last **Torque Tube** we featured an article on the '37-'38 Western Meet at Mt. Hood, OR.



TORQUE TUBE

FOUNDED IN 1980 BY DAVE LEWIS



The caption to this period Portland, OR newspaper clipping reads: "Winter sports-minded tourists to the Oregon Rose Festival last week were able to participate in their favorite sport by driving to Mount Hood, where a summer ski tournament was held in connection with Portland's annual flower fiesta. The two young ladies are shown with a new 1937 Buick Century at the skiing grounds".

I got a chuckle out of this timeless 1938 cartoon that appeared in an issue of Motor Age for the Poor Farm. It is now a brewery and movie theater.

The next two photographs, on top of page 3, show **Marshall Nelson's** (#370) red 1937 Roadmaster Convertible Sedan Model 80C. The first photo was taken at the Edgefield Inn in Troutdale, OR. It was one of our stops on our way to Mt. Hood dur-



ing the Western Meet last September.

The Inn was built in 1911 as what was then called a Poor Farm where homeless people could work and produce food to feed themselves and sell to earn a small income. It's now an inn, winery and restaurant. It also has three pubs, artisans, gardens and special events.

The second photo shows the Roadmaster in front of the former Power Station



"Haven't you anything fresher than canned oil?"

These three 1937 Buicks, at the bottom of page 3, were at the BCA's Metro Chapter show last August in the Washington, DC area. The photo shows **Andy Diem's** (#852) and **Jack Frank's** (#739) '37 Special Convertible Sedans Model 40C and **Von**

==TORQUE TUBE==

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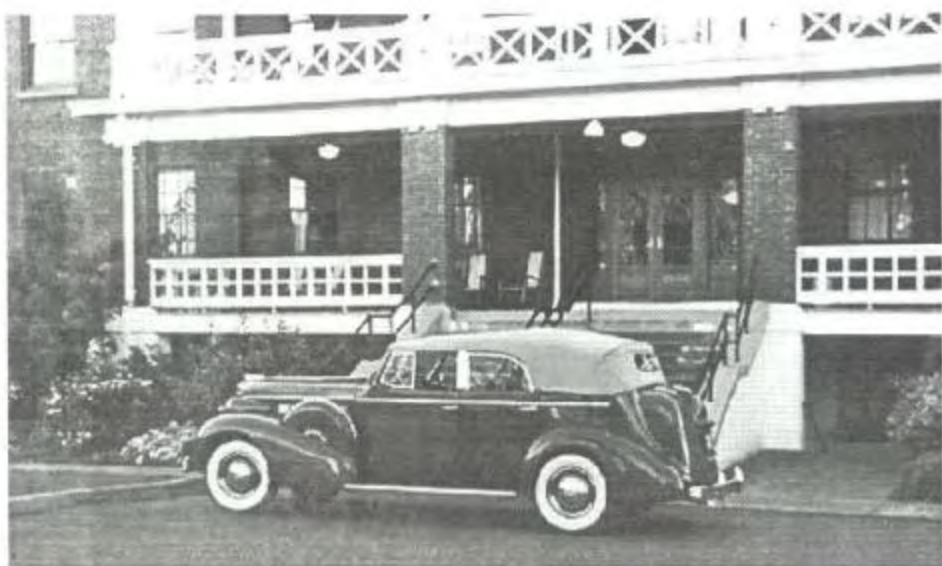
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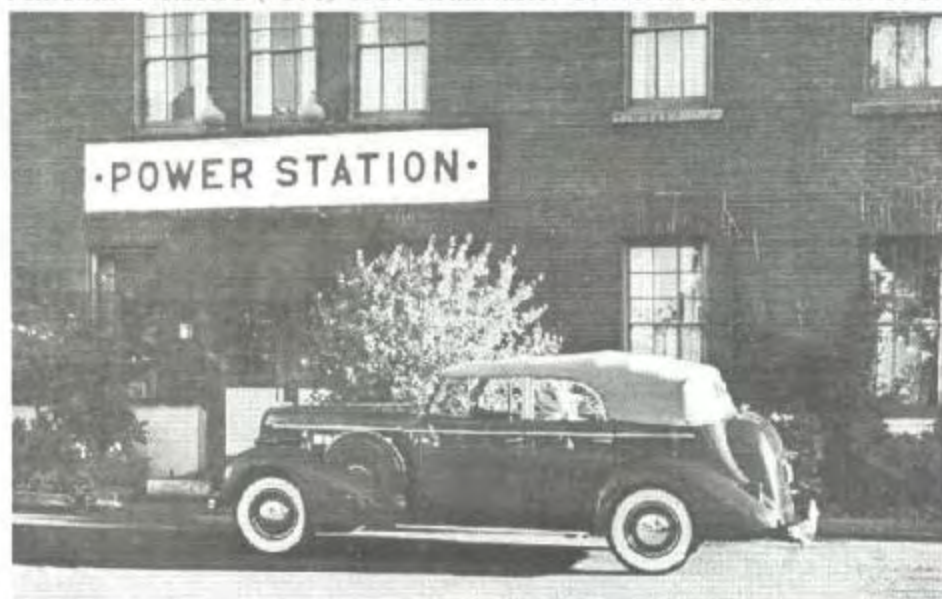
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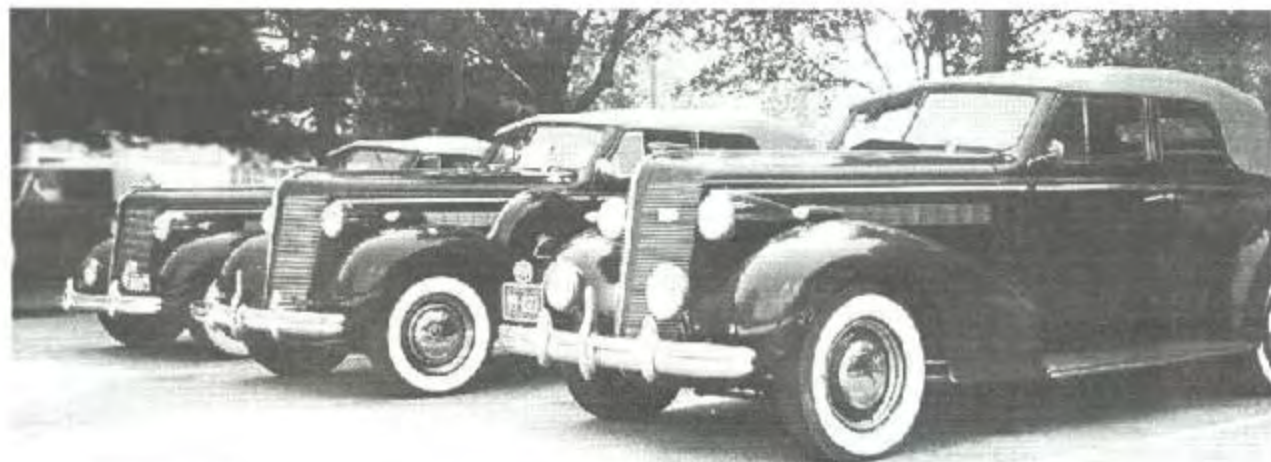
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Marshall Nelson's (#370) 1937 Roadmaster Convertible Sedan Model 80C.



Roadmaster in front of the former Power Station for the Poor Farm.



These three 1937 Buicks were at the BCA's Metro Chapter show last August in the Washington, DC area.



Greg Field's (BCA #1) '38 Roadmaster Convertible Sedan Model 80C during the filming of the a movie.



Hardesty's (#964) Century Convertible Coupe Model 66C. Three beautiful '37's all in a row!

The two photos, above, show **Greg Field's** (BCA #1) 1938 Roadmaster Convertible Sedan Model 80C. They were taken during the filming of the movie *"The Phantom"* in 1996. Note the car has 1938 New York plates in one scene and 1938 California plates in another!

The photo of a 1936 Buick Convertible Coupe, at the top of page 5 was taken by **Stanley Smyczynski's** (#1283) son at a Buick Show in New York last June. One of our members, **Marshall England** (#1263) in Richmond, VA is restoring a '36 Century Convertible Coupe.

The next photo, for comparison, shows a '38 Special Convertible Coupe Model 46C belong-

ing to **Chuck Sparrer** (#931) in Utah.

Ed Doucette (#220), in Alabama, sent me this e-mail. "I went to a swap meet in Charlotte, NC and saw a set of side-mount covers that appear to be for a 1938 Roadmaster or Limited as they do not have a BUICK emblem. The circumference is 56 inches. The man is asking \$275.00 and will probably negotiate. They are in very good condition, no rust or dents, good stainless trim. Contact: Dale Broom, 137 Fox Hill Place, Lexington, SC 29073. Phone: (803) 957-5503." Thank you for the tip Ed!

After looking at the cover of the last **Torque Tube**, I kept thinking it sure looked like I had seen that '38 Buick before. And sure enough, I had because the artist copied the factory photo of a '38 Roadmaster used on the March/April issue. The tree is in the same place,

the car is approaching the top of a hill in both and finally the license plate number (1-721) is the same!

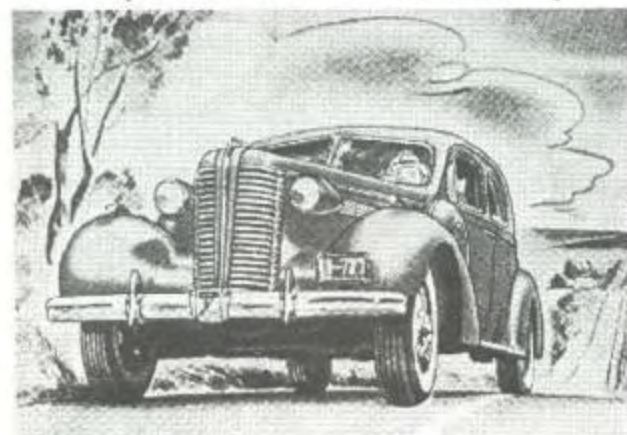


1936 Buick Convertible Coupe



Chuck Sparrer's (#931) '38 Special Convertible Coupe

They were used to improve engine and heater operation in cold weather by restricting the air flow through the radiator.



Cover of the September/October **Torque Tube**



Cover of the March/April **Torque Tube**

Received an e-mail message from **John Huffman** (#623) in South Carolina. He writes that someone in his area is street rodding a '37 Century and would accept a reasonable offer for the engine, transmission and front end parts. John believes all of this could be had for around \$400. (ED *Maybe they might have a 3.9 rear end also*). If anyone is interested in these parts, give John a call at (864) 287-4552 evenings or e-mail him at:



1937 Century trunk back sedan model 61 (bottom photo). A woman driving a '94 Cadillac Seville, who was mesmerized by the line up of old Buicks, stopped and inquired about Art's car. She found Art and they made an even trade. Art is now driving a 1994 Cadillac and looking for a 1937 or 1938 Buick.

My wife Margo and I will be traveling to New Zealand and Australia in February. We will be spending 6 days



John Huffman@Quickmail.Clemson.edu

In the mail recently I received this photo from **Ted Taylor** (#792) Redmond, WA (above with hat). It shows Ted and myself taken at the Buick National Meet last July in St. Louis, MO. Ted is restoring both a 1937 and '38 Business Coupe Model 46. This photo (above right) shows his '38 coupe.

The local Northern California Buick Club had a tour recently. One stop was at a member's home to look at his cars. We parked our vintage Buicks on the side of the street. One of these cars was **Art and Peg Benton's** (#995) black, sidemounted



with **Laurie Roberts** (#1046) at his summer home (It will be summer in New Zealand and Australia).

Hopefully we'll also get to see other members who live on the North Island. Then we'll fly to Melbourne, Australia for a week's stay. Again hopefully we'll meet some of our members in this area.

Next we'll catch a train to Sydney and spend a few days there before taking a direct flight back to San Francisco. I'll write a story to share with our members.

Harry

Cover Cars

Our cover photo shows a 1937 Century Sedan Model 61 belonging to **Jim and Marie Terruso** (#816) in West Bridgewater, MA. Note the oval 37/38 Club badge attached to the top of the license plate. Jim did a very nice job making this badge. The back cover wintry photo shows **Paul Culp's** (#508) 1938 Century Sedan Model 61 on a snow covered road in Pennsylvania. Note Paul's Century does not have the center BUICK 8 bumper badge. Most Century's do, but I have seen a few that do not. Another Buick mystery.

"Herd of Turtles"

By Irv Heckert (#840) - Lewisburg, PA

Since I'm not very knowledgeable about different models, features and the like, and mechanically inept to boot, all I can contribute is a little history about my car.

In the late 1950's, with two small children and a mortgage on my farm, I was in dire need of a cheap auto for basic transportation. A small repair shop owner, who had been nursing my various junkers to their inevitable deaths, offered me an old car that I didn't even want to look at. Well, I was desperate, so I looked, and paid the princely sum of \$50 for a 1937 Buick Special sedan.

As the Buick didn't exactly have jackrabbit acceleration, the children promptly named it "The Herd of Turtles," a phrase that I seem to remember was popular at the time.



A year or so later, the last steam powered excursion train came through town, and I wanted the children to see a steamer. While we were enjoying the sights and sounds of bygone days, I noticed that the train passengers were doing the same thing, only they were looking at and commenting on our car! That may have been the event that started a certain attachment to the car.

The Buick has been in storage for the past 25 years. We brought it out recently, introduced it to some fresh gasoline and it started right away. What a beautiful sound.

We have pulled the gas tank. It is beyond repair. So finding and installing a new tank is going to be our first step towards restoring our Buick.

MY PRIDE *and Joy*

By E.L. Jacobs (#1308)-Snohomish, WA

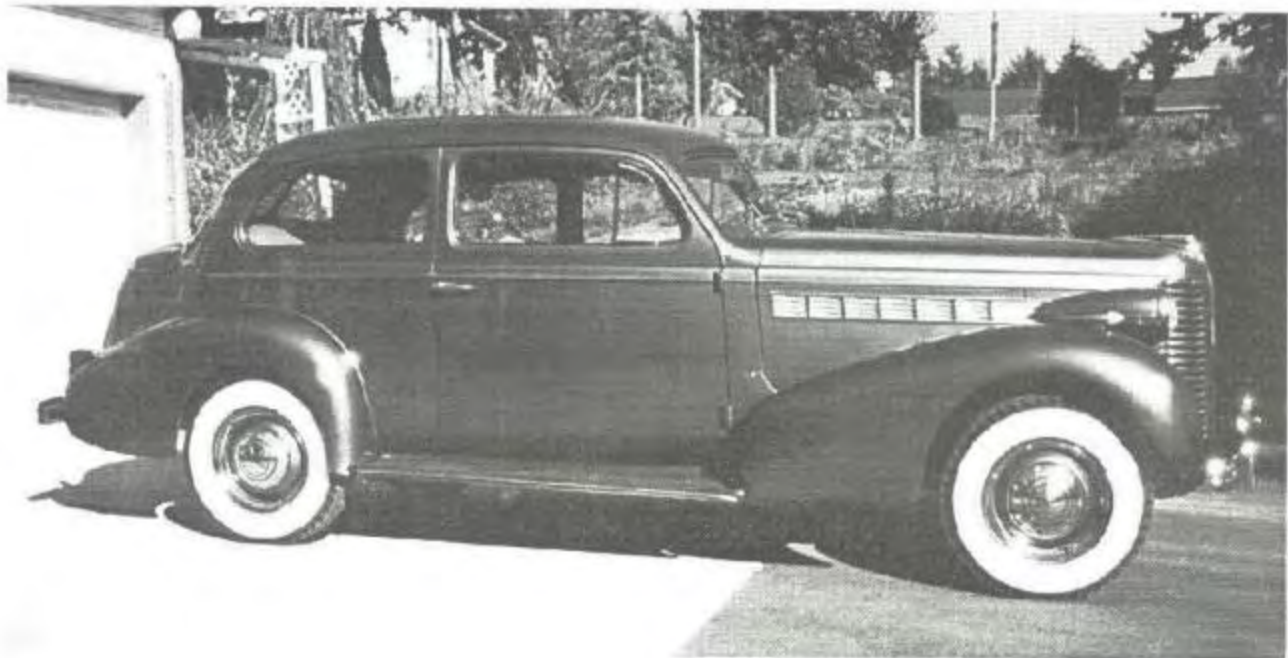
I must admit that I was surprised to find a club exclusively for 37/38 Buicks. I've always liked the styling of the entire 37/38 GM line, but especially the Buicks. I've wanted a '38 for some time, and really wanted a coupe, but they are so rare that they seldom appear for sale.

I don't take the Seattle Times, but in September while visiting my daughter, I picked up the paper and checked the antique car ads. To my surprise there was a '38 Special 2-Door Sedan advertised. The ad described the car as being an original. As it was only 55 miles away, my wife and I went to see and drive the Buick.

It was close to as advertised. That is, the interior appears to be original, and in amazingly good condition except for the arm rests, which are very tired. It does not have a radio, but has an aftermarket heater. The body is rust

free and straight. At first look I thought the paint might even be original, but upon closer inspection I can see that it has been repainted. I negotiated briefly and agreed on a price. We picked up the car a few days later after pumping up the tires to the correct pressure.

The car is a pleasure to drive. Even though it has original style bias ply tires, it does not wander on the freeways like my '55 Cadillac. The rev's are quite high at 60 mph, but I don't intend to drive it that fast. I drove it to church and an anniversary celebration. What a crowd of admirers it gets! I can hardly wait for next summer, as I am afraid that it won't get much action this winter. However, when we have dry sunny winter Sundays, it will get used. And the Cadillac convertible can wait for warmer weather.



Budding Buick Lover?

By Dug Waggoner (#10), El Cerrito, CA

His name is Joseph Douglas Pangelina and he's my 4 year old grandson. He can open anything, twist anything, climb on or over anything that comes in his path. He can work the VCR, type his name on my old portable Underwood typewriter, hook up any hose and water my yard, take photos with his own camera, play a fair game of badminton and pound nail heads down on "Papa's" redwood patio deck. All Boy!

About sixty miles north of us, in Sebastopol, CA, there's an annual Apple Fair. Along with my wife, Sonja, my daughter and grand daughter and I, we now take Joseph. Last year as we all walked around, looking and tasting all there is at the fair, we paused to watch Joseph suddenly stop in his tracks. He began to search the horizon to follow the sound coming from a small hill. It was almost completely covered in shade because of a huge, old Oak tree. But there was something...

His little chubby legs ran and his wide eyes strained to become part of the wondrous scene in front of him. There, clattering away, were about thirty, one cylinder gasoline engines of various shapes and sizes. He could not contain himself and ran to see one after another and back again.

Bang! puff, puff, puff, Bang! puff, puff, Bang! His arms and hands started to move and gyrate to the music of machinery. When one engine would quit he went to the next. When that one ceased to amaze him he went on to the next one that bounced around so much it almost came off the ground hissing and banging. Pure joy!

A few weeks ago I was up working on the rain gutter above our front porch when I began to notice a silence coming from my garage. When you can't hear Joseph working on something you'd better go check to see what mischief or adventure he has found to test his ingenuity.

To my amazement he had found an old, clean, shop rag and was in the midst of wiping the dust off of the chassis of my '38. I quietly backed away and went in the front door to tell Sonja to get the camera and capture a moment in our family history.

He knew I was working on the gutter as I would now and then come into the garage to get another tool that I forgot to bring to the job. But he just kept wiping away, making busy motions as he removed months of dust.

When he looked up to see that I was watching him he said, "Papa, your car is all dusty." And proceeded with his chore. Now usually I might say to him, "Joseph! Why don't you help me take these tools out front." But I just didn't have the heart to interrupt an activity that would become part of his boyhood and carry over into his adulthood. Working on cars, and hopefully old Buicks.

He has respect for anything mechanical, or anything electrical for that matter. When he was 2 years old he monkeyed with some wires behind his father's radio and got zapped! So, now he doesn't pull on or break open anything if he thinks it might suddenly curl his hair.

He will start kindergarten in September, 1998 but he's ready now. Oh! Man is he ready.



MY FATHER'S CENTURY

By John Smyczynski-New York



After hearing about the 37/38 Buick Club, I decided to gift my father Stanley with a subscrip-

tion to the **Torque Tube**. His car is a dark green 1937 Century Sedan Model 61. He's shown holding the third place award he won at a Buick Show last June.

It's a Flint, MI assembled car with Trim (upholstery) No. 308 Gray Bedford Cord and Paint No. 502 Coronary (dark) Green. The car has probably been repainted but in its original factory color. It has an aftermarket heater but no radio.

We believe this is the original Gray Bedford Cord upholstery. It has a striped pattern.

The engine still has the original Stromberg AA-2 carburetor.

The history of the car is a little vague. My father purchased it from a man

for some time. The previous owner repaired the brakes, re-tacked the interior and cleaned the car. My mom and dad love to drive their old Buick.



in Depew, NY in 1996. We have traced the last two owners, all in New York. It had been in storage

As they say, When Better Cars Are Built, Buick Will Build Them!

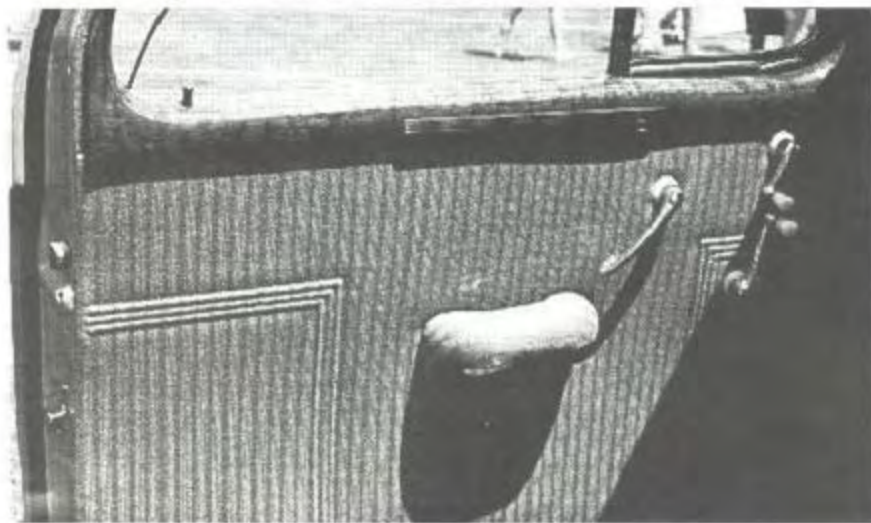
ED: Chuck Van Koten (#388) restored a '37 Century Coupe that had the original striped upholstery. He sent a sample to Hampton Coach and they matched the pattern and made up new upholstery, shown in this photo. Does any member have more information on striped original Buick upholstery? I have never seen it on either a '37 or '38 Buick. According to the data plate it is No. 308 Gray Bedford Cord.



The engine still has the original Stromberg AA-2 carburetor.



My mom and dad love to drive their old Buick.



*This is a photo of **Chuck Van Koten's** (#388) '37 Century Coupe. In restoring the car he sent a sample to Hampton Coach who matched the stripped pattern and made up new upholstery for Chuck's project.*

Our Restoration Project

By Phil & Debbie Berry (#1310) - San Diego, CA area

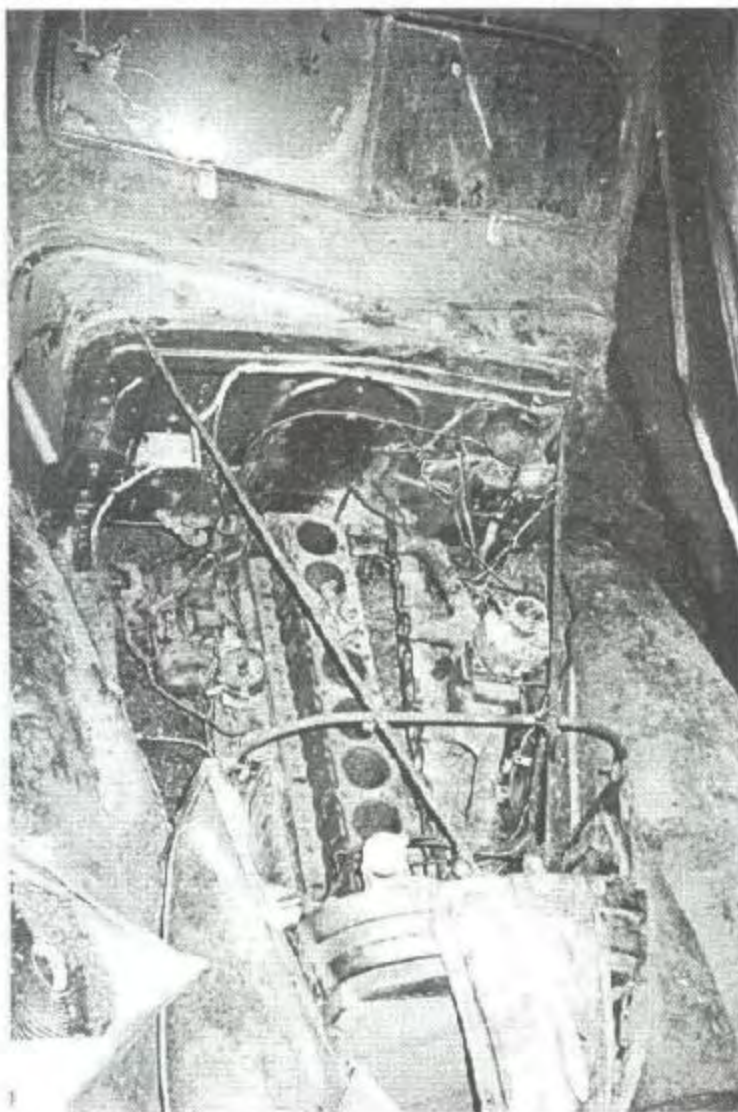
My wife and I recently realized we had a common developing interest in old cars and their restoration. She related a story that when she was young and living on a cattle ranch in Montana, her father purchased a parcel of land that included a few old vehicles in the fields. She immediately fell in love with one of these vehicles because of its shapely curves. She knew it was a Buick because of the Buick 8 emblem on the grille. She then promptly claimed it as hers since none of her other five siblings seemed to take an interest.

As a young teenager, she dreamed of restoring it while spending time just sitting in the car. Unfortunately, before she was old enough to feel more protective of it and thought to move it into one of their storage sheds, someone stole the cylinder head and some other engine parts. As she grew older, her dreams of the Buick's restoration faded as her attention focused on college and career.

Now some twenty odd years later as we began exploring our interest in older cars, her thoughts and dreams of the old Buick came float-

ing back. Since we live in Southern California, we couldn't just go look at the car because it's still sitting in that Montana farm shed!

In order to identify the year and model of her Buick, we began searching the Internet and came across the 37/38 Buick Club web page. As she looked at the photos of the coupes, she turned to me and said, "That's it!" Since that time she has traveled back to Montana to visit family and verify that the car was built in 1937 at Flint, Michigan. From the firewall number we have determined that it is a 1937 Century Sport Coupe with plain fenders. It was body number 806, out of 2840, and had #310 trim (tan mohair) and



#504 paint Sudan (light) Blue.

The body is complete except for a few dings, some broken glass, and a few rust spots. And as mentioned, the engine has some missing parts.

Our plan is to transport the car from Montana next summer once our new home is completed. Then we'll begin this multi-year project. That should give me about a year to learn what I'm getting myself into!

Photos FROM THE Past

By John Jackson (#1107)-Peoria, IL



During W.W.II my friend Tony Dentino (left) had a 1938 Buick Special Model 41, the same model I now have. I wanted to take a picture of Tony standing next to my 38-41, so we could run the pictures side by side. Unfortunately I procrastinated too long on getting Tony over to my house, for he recently passed away at the age of 90. I had been putting it off and now it will no longer be possible. But I would like to run these photos as a tribute to my good friend Tony!

This photo of Tony (below) and some friends was taken in Farmington, IL in 1943.



This is Tony's wife Elaine (far left). It was taken in Lincoln, NE in 1942. (ED: Note the "A" gas ration sticker on the windshield just to the right of Elaine's shoulder. Also the bumper without a BUICK 8 badge and the accessory grille covers. They were snapped into place between the grille bars and were used to improve engine and heater operation in cold weather by restricting the air flow through the radiator. The 1938 list price was \$1.35).



This 1945 picture (left) of Elaine and her son Edward was taken in Columbus, Mississippi. That '38 Buick sure took Tony and Elaine many places during the war years, even with an "A" sticker!

MEET MASTERS BILL OLSON AND ARCHIE MITCHELL PRESENT:

Eastern Club Meet & Tour

Coshocton, Ohio June 4-6, 1998

The Eastern 37-38 Buick Meet and Tour will begin Thursday evening, June 4, 1998 and conclude with a first-rate three-entree buffet dinner Saturday evening June 6, at historic Roscoe village in Coshocton, Ohio. (Coshocton is about 65 miles northeast of Columbus.) We will stay at the three-star Roscoe Village Inn, where we will have our own "social room" and which has excellent food, a cozy "tavern" and fully-modern facilities including elevator to all floors. (Saturday night dinner will be held in one of the Inn's banquet rooms.)

Roscoe Village replicates an Ohio "canal town" of the 1830's on the Ohio-Erie Canal, which once ran all the way from Cleveland to the Ohio River at Portsmouth; you'll find gardens, old-time shops, antiques, exhibits, an interesting museum, the rustic Old Warehouse restaurant, and a one-mile ride on a restored horse-drawn canal boat.

On Friday, we will also ride the steam-powered Ohio Central Railroad, lunch at Beachy's Country Chalet in Sugarcreek, which features Swiss and Dutch Mennonite specialties, and visit some of the interesting attractions in the peaceful and beautiful Ohio "Amish Country." (This part of Ohio contains one of the largest concentrations of Amish and Mennonite regions in the US)

A block of 20 rooms has been set aside for us at the **Roscoe Village Inn. These rooms will be held until April 3, 1998; no later;** on the following day all Club rooms will be released. Please make your reservations early to avoid disappointment. Room rates are \$74 Thursday night, \$85 Friday and Saturday nights. **Please mention the 1937-1938 Buick Club when calling;** make your own reservations. Phone 1-800-237-7397.

In order to nail down the best food and accommodations for us, a significant up-front financial commitment has already been made. Therefore, unlike some past events, this time you are asked to pay in advance for the dinner and a share of the rent for the social room. (Sorry, the rent does **not** include free beer.) Even with all of that, however, we believe the registration fee is reasonable enough: \$20 per person, which includes the above plus photos of your car at two or more memorable locations. (Note: If for any reason you cannot attend the Saturday night dinner, the fee is \$5.00 per person; however, I urge attendance, as the food will be good and there will likely be some surprises during or after the meal.)

Directions, information, and a final schedule of events will be sent to all registrants in May.

Please fill out the form below and return with your check to Bill Olson

Name(s) _____
Address _____
Car _____
Number in Party _____
Amount enclosed: (\$20 per person with dinner)\$ _____
(\$5 per person without dinner)\$ _____
Expected date of arrival _____
Please make checks payable to:

William E. Olson
842 Mission Hills Lane
Columbus, OH 43235-1264
Phone (614) 436-7579 if you have a question.



THE SENATOR'S 1937 Buick

By Merrill L. Ream, McCook, Nebraska

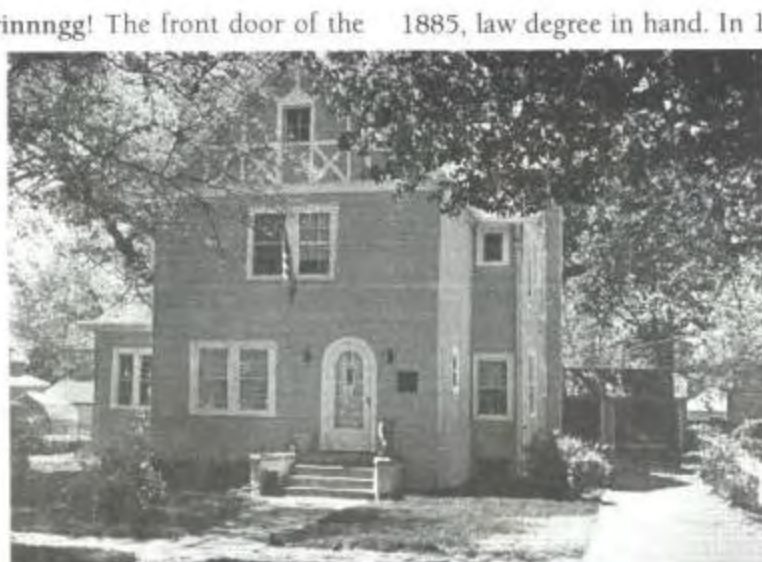
Brrrinnng! Brrrinnng! The front door of the house opens. "Is the Senator at home? I noticed his Buick in the garage."

"Come in please." Inside I first encounter the handsome staircase leading to upstairs rooms. Glancing to the left, the homey living room comes into view with period furniture arranged about the rug carpeting that covers a portion of the wood floor. The gracious curator explained, "If 1997 were 1943-1944, Senator Norris and his wife Ellie would likely be at home. Almost all of their belongings are still in the house."

"Did Senator Norris purchase his Buick in McCook?"

"I'm not really sure," my host replied, "but the car is the Special model, not a Roadmaster, nor a limousine, such as a senator of today might use, and it seems to reflect his conservative mid-western personality. So it is possible the car was purchased locally." I accepted her invitation to adjourn to the garage adjacent to the house where she afforded me a complete inspection of the black 1937 Buick Special sedan.

George William Norris was born in Ohio in 1861 and came to Nebraska in



This is the Senator Norris State Historical Site at 707 Norris Avenue in McCook, Nebraska. Notice '37 is still in the garage.

1885, law degree in hand. In 1902 he won a seat in the United States Congress as a representative for the Fifth Congressional District of Nebraska and served five terms. He moved on to the Senate in 1912 at the age of 51 to serve five terms there for a total of 40 years representing this area of Nebraska in Washington, D.C.

Though a Republican for most of his career, party ties rested lightly on him. He moved to the left to support Progressive presidential candidates, endorsed both the 1932 and 1936

candidacies of Democrat Franklin Delano Roosevelt, and in 1936 was elected Senator as an Independent.

Senator Norris was still driving his 1937 Buick in Washington, D.C. at the time of his defeat in 1942 in a three way race for the Senate. With his wife Ellie, he stayed in Washington for the inauguration of President Roosevelt in 1943. Then the Norrises took the train home to McCook, Nebraska. World War II was still raging, with it being very difficult to get enough gasoline, even for a former United States Representative and Senator, to drive the 1937 Buick home to Nebraska.



1937 Time Magazine cover with Senator Norris



On the return trip from Washington, D.C., the Buick's two escorts received a key to the city of Norris, TN.

Following his retirement in 1943, the Senator and Ellie continued residing in the same house in McCook they had owned throughout his entire political career. Suffering from a serious heart condition, he spent his remaining days preparing an autobiography, completing dictation just four weeks prior to his death on September 3, 1944.

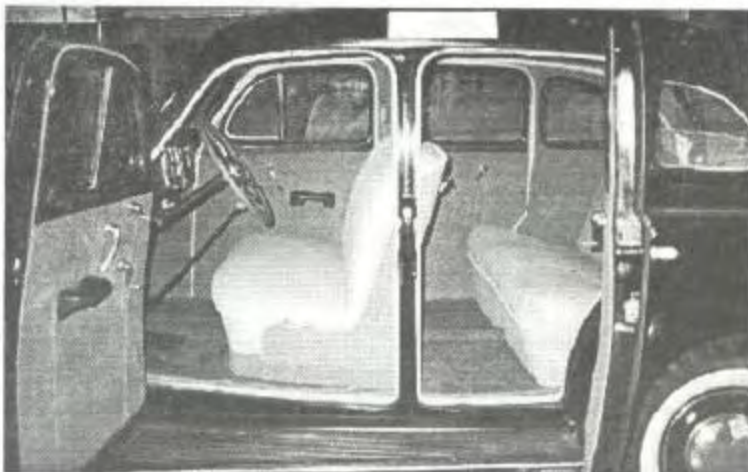
The Norrises had left the Buick with their granddaughter in Washington who drove the car to work and continued doing so until 1968. This passage in the life of the Buick likely accounts for the odometer having turned over into the 300,000 mile range.

Built in 1886, the Norris house underwent periodical remodeling. Indoor plumbing, electric lights, and a furnace were additions just after the turn of the century. In 1931 an entire renovation, both inside and outside the house, was completed along with the addition of a two car garage. Ellie up-dated the kitchen in 1951 with such modern appliances as an electric dishwasher and a disposal.

The house was designated a Registered National Historic Landmark in 1967. Ellie suffered from arthritis and the following year she and her family turned the house, all furnishings, and the Buick over to the state of Nebraska. Two local men drove to Washington, D.C. to pick up the Buick and bring it back to McCook, Nebraska. Ellie retired to a nursing home, dying in

1972 at the age of 98 years.

The return trip from Washington, D.C. to McCook commemorated the historic legislative achievements initiated and sponsored by Senator Norris during his years as a public servant. He persevered for 10 years getting the 20th Amendment to the Constitution (the so called Lane



1937 Buick now rests on blocks in the garage of the Senator Norris State Historical Site. The left side doors are open to show the interior.

Duck Amendment) through the House and Senate. Ratified by three-fourths of the states in a record 11 months, Presidents are now inaugurated in January rather than March. Norris sponsored the R.E.A. (Rural Electrification Association) bringing electricity to millions of rural residents. The famed Senator fathered the T.V.A. (Tennessee Valley Authority) harness-

ing the Tennessee River and its tributaries with a series of hydroelectric dams which are still producing electricity today.

Arriving in Washington, the drivers used the Buick to transport Norris associates J.L. Robertson, governor of the Washington Federal Reserve Board, and Alabama Senators John Sparkman and Lester Hill to the Capitol where Secretary of the Interior Stewart Udall welcomed them to the opening of Congress.

The Buick, being towed, next headed for Knoxville, TN where the car and drivers were met by the national R.E.A. president; then moved on to nearby Norris, TN for a celebration in honor of the Senator. Here the car was purposely driven over Norris Dam. The spectacle was widely reported in area media.

Upon arrival in Lincoln, the capital of Nebraska, the car continued attracting attention at the ceremony held in honor of Senator Norris, founder of the Nebraska one house Unicameral Legislature, the only such legislature in the United States. Several days later the Buick rolled into its McCook destination having traveled 1,169 miles on its return odyssey.

For a period of time the 1937 Buick was driven in local parades. However, it was beginning to show both its age and mileage. The car underwent a partial restoration, inside and out, returning, somewhat mysteriously, minus the two front fender parking lights. The restorer remarked that the lights were in too poor a condition to put back on the fenders. With the cooperation of the Nebraska State Historical Society and curator of the Norris Historic Site, two original 1937 Buick parking lights were located in Minnesota and two lenses in Indiana. Thanks to a local Chevrolet dealer, the lights are now restored to pris-

tine condition and once again grace the fat frontenders of the Buick.

Alas, the 1937 Buick Special is not in running condition today. Perched up on blocks in the garage, the last car owned by Senator Norris mutely endures visitors who, on special occasions, can peer through an opened hood at the straight 8 engine and glimpse the interior through opened front and rear doors.

"Wait a minute, was the Buick driven into and parked in the garage?"

"Yes," replied the curator.

"Surely wrenching and repair would be followed by driveability goodness for the rest of the days of its life!" I hopefully offered.

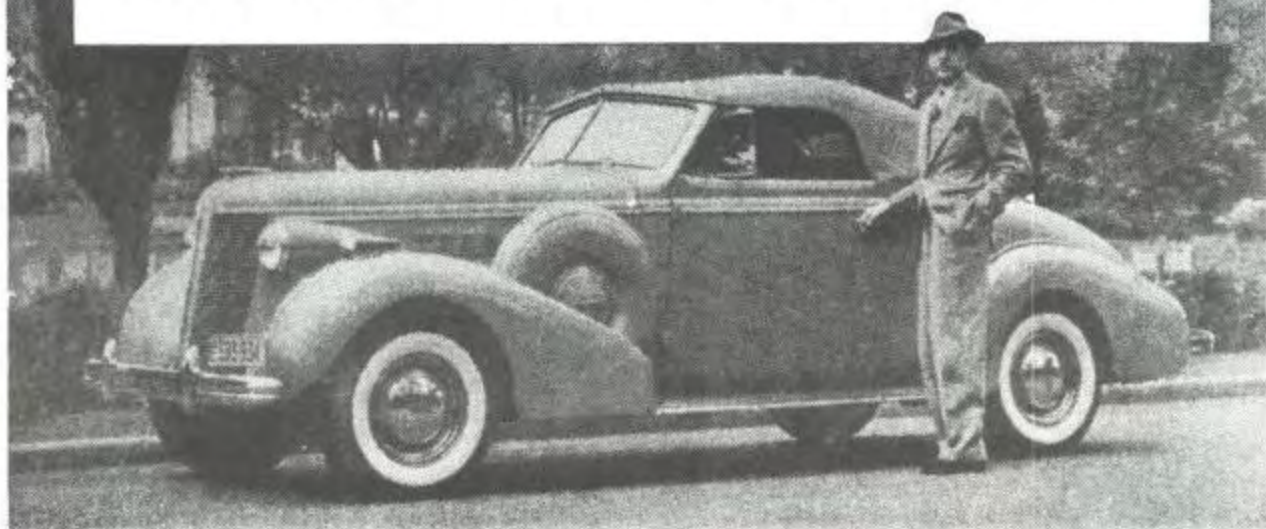
A Mona Lisa smile flickered across her lips as she rhetorically mused, *"Wouldn't Senator Norris and Ellie be pleased if mechanical restoration of their black 1937 Buick Special four door sedan once again allowed it to cruise the streets of McCook?"*

The Senator Norris State Historic Site, including the Buick of course, is a part of the Nebraska State Historical Society and can be visited at 707 Norris Avenue in McCook, Nebraska. A special thanks goes to Linda Hein, curator of the Norris State Historic Site, for her assistance in the preparation of this article.

This is a reprint from the AEV (Action Era Vehicles) Magazine, the national magazine for CHVA (Contemporary Historical Vehicle Association). The Torque Tube wants to thank their Editor, Charles R. Smith and Assistant Editor, Merrill L. Roam for their efforts and considerations. Photos are courtesy of the Museum of the High Plains Historical Society, McCook, Nebraska and the McCook Daily Gazette news paper.



TOP-NOTCH PLACE TO SPEND THE SUMMER!



Mr. W. L. Waldron, president of Waldron, Inc., and his Buick CENTURY four-passenger convertible coupe.

We'll leave it to you to judge from the picture—doesn't it look like W. L. Waldron, of Waldron, Inc., has found just that?

And we can tell you this: Once you see how nimbly and easily and quietly this sleek traveler covers territory, you'll choose Buick for your vacation-mate from this time on!

We're ready to show you any time just what these cars can do—for you and to you! And if you haven't heard, prices on Buick are now at their lowest point in history; you can buy one of these great eights for even less than some sixes!

Give us a ring and set a date when you can take a trial spin in one!

LOWEST PRICE EVER ON A BUICK 4-DOOR SEDAN!
GENERAL MOTORS TERMS TO SUIT YOUR LIKING

★ ★ ★
No Other Car in the World has All These Features: Valve-in-Head Straight-Eight Engine... Torque-Tube Drive... Automatic Pistons... Aeroblast Carburetor... Sealed Chassis... Tiptoe Hydraulic Brakes... Knee-Action Comfort and Safety... "High Output" Generator... Jumbo Luggage Compartments... Double Stabilization... Unsteel Body by Fisher... Safety Glass at No Extra Cost.

"It's Buick again!"

W. R. STEPHENS COMPANY
Teach St. at Harmon and La Salle

Minneapolis, Minn.

UPTOWN MOTORS
2612 Hennepin Avenue

★ ★ WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM ★ ★

This period ad shows Mr. W. L. Waldron, president of Waldron, Inc., and his new 1937 Century convertible coupe Model 66C. Several members own a similar car. Perhaps this very car, who knows? One owner of a 37-66C is **John Steed** (#132) of Greenwood, Indiana. John says: "That's probably one of the ultimate Buicks. It has a rumble seat that flips up at the back of the car. It still has the gear shift on the floor. It has hydraulic brakes and, partly because the brakes provide modern stopping ability, you can safely run the Century at 75 to 80 mph." (120 to 128 km/hr).

ED: Thanks to **Dave Tacheny** (#997) for sharing this ad.

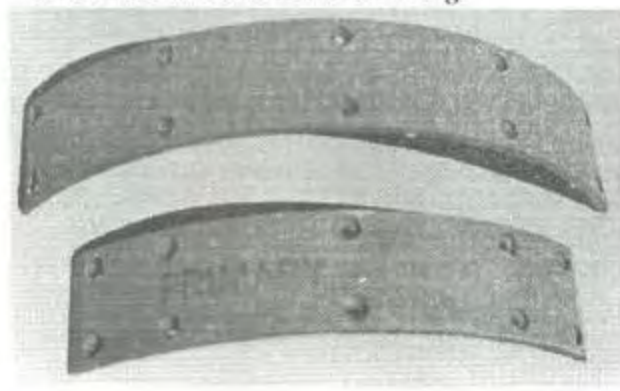
GIMME A BRAKE

By Charles Jekofsky (#524) - Washington, DC



Several year ago, I decided to buy a spare set of brake linings/shoes for my '38 Century so I would have something to mount on the car while the worn shoes were rebuilt. I was at the Fall Hershey meet and happened upon a vendor who had a trailer full of brake shoes. He asked me what I needed. I responded, thinking I would get the usual turn down. Instead, he cross-referenced my request in some catalogs, disappeared into his trailer and reappeared with a box full of brakes. I asked what other cars used the same brakes as my '38 Century. He said: "1961 Buick Le Sabre, Invicta, and Electra." I asked him for information on all models of 37/38 Buicks for publication in the *Torque Tube*. Here is the information:

- **37/38 Model 40: #286 lining and #29 shoe.** Also used on 1936 to 1951 SPECIAL; 1952 to 1955 SPECIAL (rear only); 1936 to 1951 50 Series (SUPER) and 1952 SUPER (rear only).
- **37/38 Model 60: #296 lining.** Used from 1937 to 1941. It was later used on 1961 and 1962 Le Sabre, Invicta and Electra (rear only).
- **37/38 Models 80 & 90: #295 lining.**

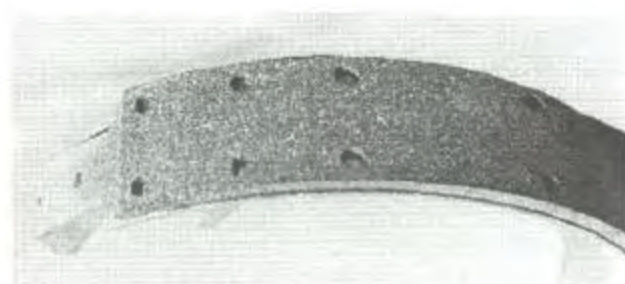


Technical TIPS



He also said that Buicks typically came with one woven and one molded lining per wheel. This improves braking. The woven lining is better for stopping, but wears out faster. He advised using riveted linings as opposed to glued ones. Glued linings squeal whereas riveted ones cushion the lining to the shoe. He said that asbestos shoes wear better than and are not as damaging to the drums as are organic linings. Although not environmentally as safe, they may still be found.

His name is **Bud Fromme** and he runs **Antique Brake Parts**, 835 Garden Avenue, PO Box 970, Olean, NY 14760. Telephone: (716) 373-0644. He has a filing cabinet full of old catalogs, drawings, exploded views etc. If you're having a brake problem, he would like to hear from you.



ED: Here (above) is one of the shoes I had relined by:
A & E Brake Company, Inc.
5328 Dr. M. L. King Dr.
St. Louis, MO 63112
(314) 361-6433

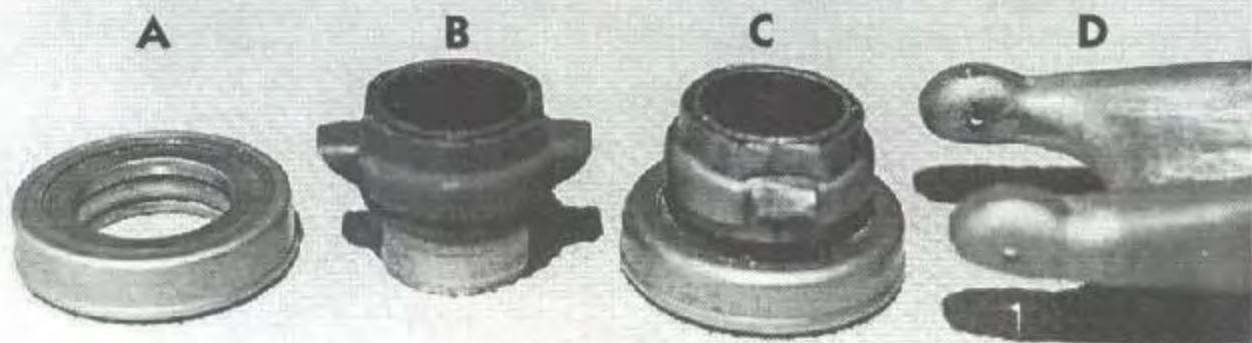
They rivet the lining to the shoe and do an excellent job. The price in 1992 was \$50.00 to reline 8 shoes (all 4 wheels) plus UPS and COD charges.



Technical TIPS

By Harry Logan (#651)

CLUTCH THROW-OUT BEARING



The photo above shows the collective parts to a 1938 clutch throw-out (or release) bearing shown side by side for this demonstration. From left to right we see the throw-out bearing (A), bearing retainer (B), bearing and retainer together (C) and (D) the clutch fork. The bearing retainer is pressed into the throw-out bearing and attached to the fork by two hardened wire clips. The photo on page 21 shows the working unit together.

The throw-out bearing's face presses against the fingers or levers of the pressure plate when you push the clutch pedal. According to the 1938 Shop and Engineering Manuals, the bearing is lubricated at the time of manufacture and should never need re-lubrication. A fine grade of wool felt, soaked in a high grade heat resisting oil, is assembled between the small bushings in which the steel balls ride. The bearing is completely enclosed, preventing both loss of oil and the entrance of dirt and grit to the bearing.

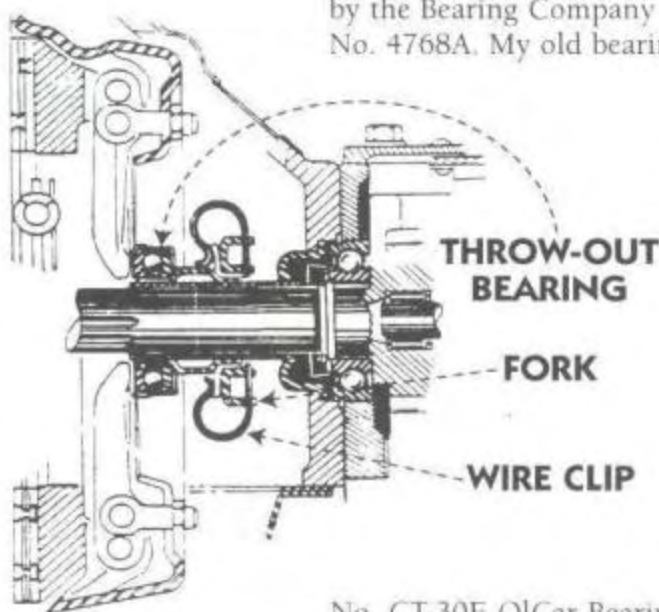
They should never be soaked in gasoline or

any other cleaner. If the bearing becomes dry, the lubricant can be renewed by submerging the bearing in motor oil for several minutes.

All series used the same bearing in 1938. The Buick part number was 1302299. It was made by the Bearing Company of America, their Part No. 4768A. My old bearing was stamped NICE

6048. I gave this number to George Bachleda at OlCar Bearing Company and he was able to identify the bearing. OlCar sells these for \$16.00 plus postage.

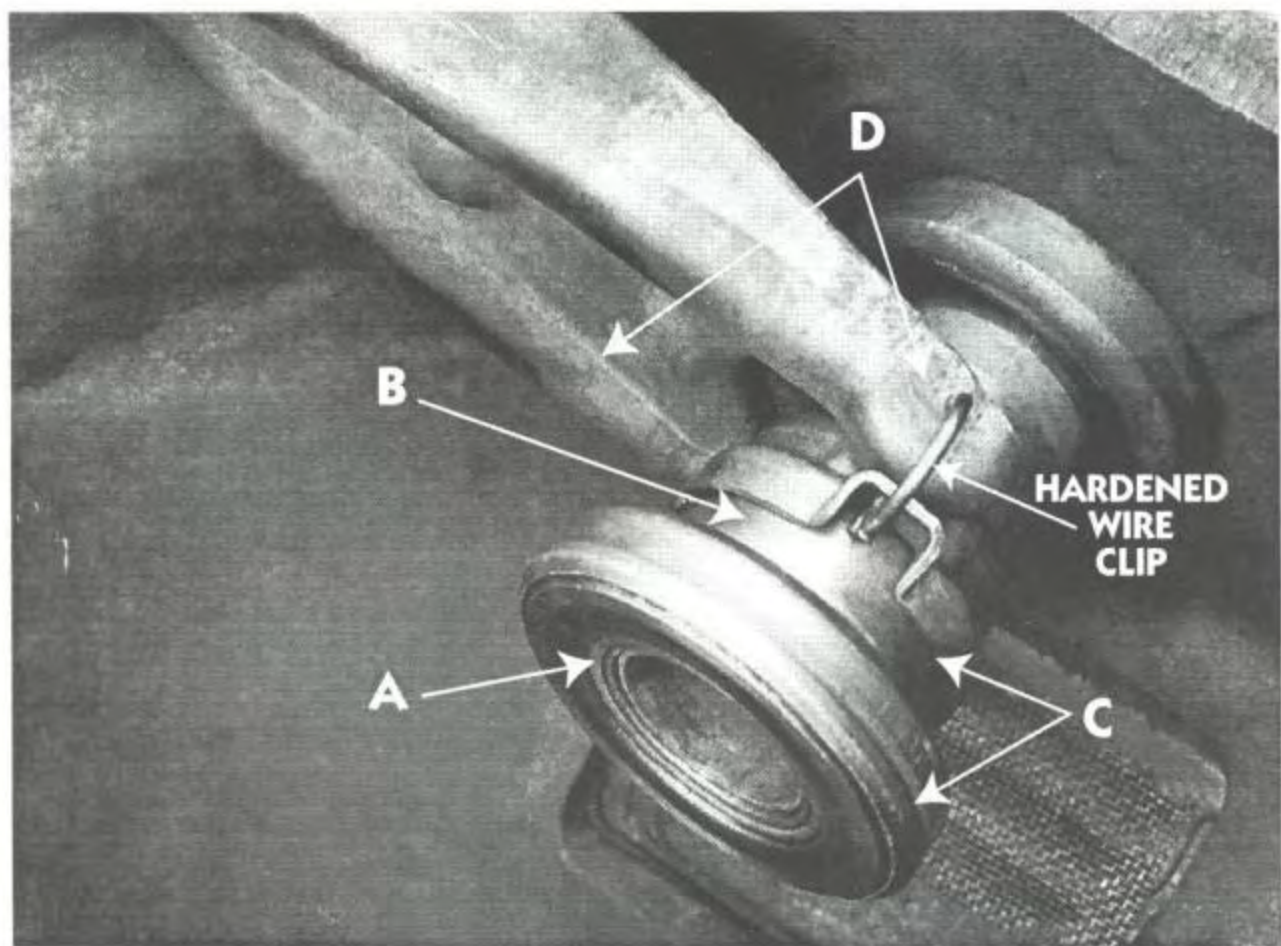
All series 1937 Buicks used the same bearing, Buick part number 954175. It has a New Departure



No. CT-30F. OlCar Bearing's can probably supply this bearing also. Their address and phone number is:

OlCar Bearing Company
455 Lakes Edge Drive
Oxford, MI 48371
(810) 969-2628

They can also supply most bearings for our Buicks and other antique cars as well. I have had good service from this company.



THESE TRUNK HANDLES LOOK LIKE TWINS. BUT ARE THEY?

By Harry Logan (#651) Los Altos, CA

This photo shows a reproduction (*front*) and original (*rear*) trunk handles. Note the reproduction handle has five stripes while the original has four. Also the keys are different as well as the cylinders. I was told that aftermarket handles had to be marked differently than the original ones so as not to get in legal trouble with General Motors. The handles look identical except for the number of stripes and the keys.



Technical TIPS

REPRODUCTION RUNNING BOARD CORES

By José Pardo (#558) Cali, Colombia

In the process of restoring my 1937 Buick Sedan, I found its two original running boards had been repaired and modified to the extent that I was not sure how they looked when new.

In order to stay on the right track, I got a somewhat rusty Century left running board core from **Dave Tacheny** (#997) and brought it to Colombia with the intention of having the right core made locally.

Enclosed are two photos of Pedro standing with the sample and the new right core he made. It is an exact reproduction, as if made with the dies used by GM in 1937. The photos show both the upper and lower surfaces.

Pedro used the machine pictured behind him to make the cuts, bends, and embossed surfaces. The cores are made out of 18 gauge cold rolled steel. I was so happy with the end result that I asked Pedro to make the left core as well. Both will be sent to Hunley Acuff for the rubber fin-

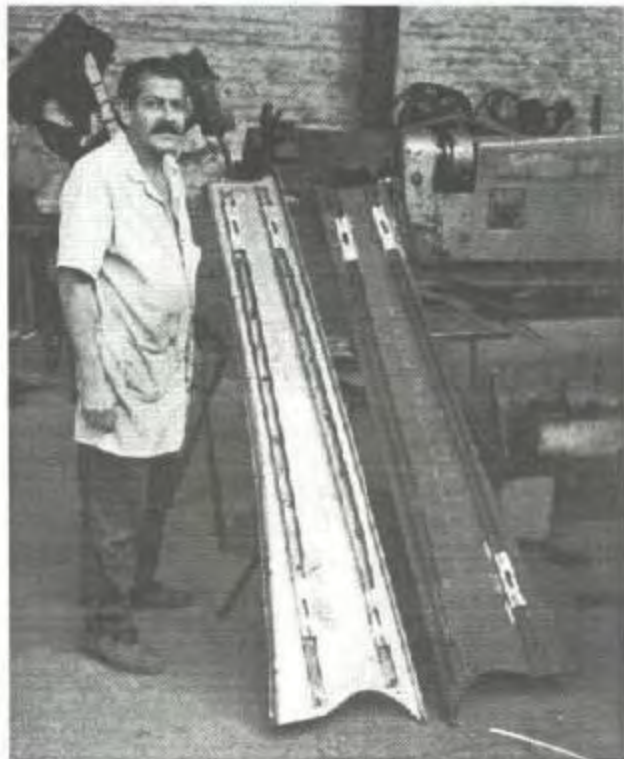
ish. The cost of each reproduced core was about US\$200.

(ED. Hunley Acuff makes the best running boards available. He can mold the original pattern onto your cores. You can save a little money if you clean off the old rubber and sandblast the cores. Remove all bolted on mounting brackets, wrap the running boards (or cores) with cardboard and send them by UPS to:

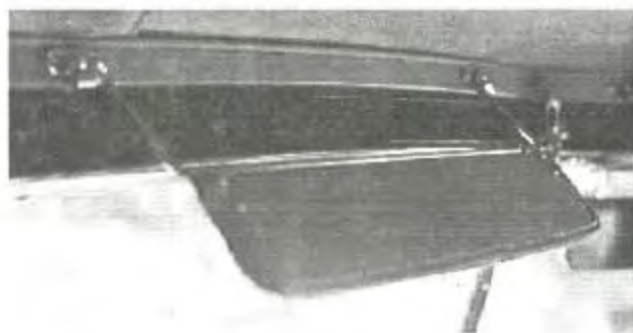
Hunley Acuff Runningboards
1423 Wilson Road
Rossville, Georgia 30741
(706) 866-4875

Call to find the exact cost. It was \$635 when I had mine done. Hunley also does 1937 through 1941 Ford, Buick, Chevrolet, Pontiac, Packard and Chrysler running boards.

You can also buy the running board rubber and cement it on. But the results are not as good as using the services of Hunley Acuff!



1937-1938 CONVERTIBLE SUN VISORS



'37-'38 Buick open car sun visors were mounted at the front of the top as shown in this photo. So when the top is down, you lose your sun visors! In 1940, Buick mounted the sun visors on the top of the windshield to avoid this problem.

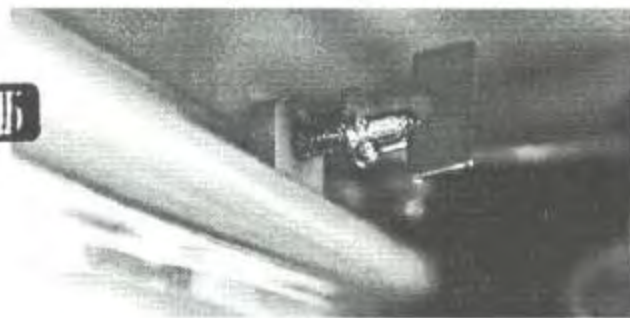
1935 through 1939 Packard open cars used the same sun visor as Buick as seen in this photo of a 1936 Packard 120 Convertible Coupe. Both General Motors and Packard used identical sun visors for their open cars and purchased from the same vendor. If you need new sun visors, they are now being reproduced by:

Wallace Walmsley
4732 Bancroft St. #7
San Diego, CA 92116
(619) 283-3063



All of the metal parts are chrome plated. The visor is covered with tan Hartz cloth. The price is \$165. each. He also sells the chromed thumb screws used on convertible coupes. The thumb screws sell for \$37 each.

ED: Thanks to **Carl Dahl** (#868), of Sacramento, CA, for sharing this tech tip.



QUICK FIX FOR A DIRTY CARBURETOR

Often poor engine performance can be attributed to improper carburation. During the course of normal use, dirt and sediment accumulates inside the metering jets and passages, thus affecting the fuel to air ratio.

One quick and easy way to assure that the jets and passages stay clean is every several thousand miles, remove the air cleaner and run the engine at approximately 1,500 to

2,000 rpm. While the engine is running at this speed, close off the air intake at the carburetor with your hand until the engine nearly stalls. Repeat this procedure several times in rapid succession.

This method allows full engine vacuum to pull raw gas through all the metering jets and passages, thus cleaning them out.

WELCOME NEW *Members*

James Goodwin (#1304)
2513 Gilmerton Rd.
Chesapeake, VA 23323
38-41

E. L. Jacobs (#1308)
4525 165th Ave. SE
Snohomish, WA 98290
38-?

Christian Stickl (#1313)
Dorf Strasse 8
Tubingen, Germany
37-46

Joseph Kosarek (#1305)
126 Mountain Rd.
Shokan, NY 12481
38-46

John Lalagos (#1309)
PO Box 8433
Bartlett, IL 60103
38-68

David Ramirez (#1314)
14 Yarnell Place
Redwood City, CA 94063
37-91

Jeff Arnold (#1306)
5202 N.W. 36th Ct.
Gainesville, FL 32606
37-?

Philip Berry (#1310)
3452 Calle Margarita
Olivenhain, CA 92024
37-66S

Daniel Erickson (#1315)
1111 East 3200 North
North Odgen, UT 84414
38-67

Jack Provan (#1307)
191 Waiora Road
Heidelberg Heights
3081 Victoria
Australia
38-61 Holden

Larry Landrith (#1311)
2407 Mormon Is. Dr.
El Dorado Hills, CA 95762
37-46C

Tom Bailey (#1316)
24 Hogan Dr.
Mauumelle, AR 72113
37-41

Jack Jackson (#1312)
120 Travois Rd.
Louisville, KY 40207
37-41

Butch Cella (#1317)
8418 Kelly Lane
Greenwood, LA 71033
37-41

Parts **FOR SALE**

• 1937 PARTS:

- ROADMASTER sidemount fenders. Complete with tread covers (excellent stainless trim), inner and outer face covers. One small rust area on the driver's side well at the bottom. Fenders are excellent, some surface rust underneath, but minor body work needed overall, no irons.....\$875.00 pair
- Grilles in great condition. Some pitting on inner bar surfaces, but faces are relatively smooth and pit free. Great candidates for plating.....\$80.00 pair
- SPECIAL series spark plug cover, valve cover, late timing cover and side cover. All fully restored and finished in dark Buick green...\$75.00 for all
- NOS Master Cylinder for a **Right Hand Drive** car. Still in the box.
New kit installed to ensure modern performance.....\$55.00

Lauren Matley (#46)
13912 SE 241st St.
Kent, WA 98024
(206) 630-2008

• **1937-1938 NOS PARTS** (except as noted)

'37-'38

Headlight dimmer switch, NORS.....	\$10.00
Transmission main drive bearing (front).....	\$15.00
40-60 Series right front shock absorber.....	\$15.00
Trunk handle with lock, used.....	\$25.00
Outside door handles, used. Send measurements.....	\$15.00 each

'38

40C-41-47-48 Rear coil spring #1306461.....	\$40.00
Special after engine #4-3445305 rocker arm assembly, used.....	\$40.00

'37 SPECIAL

U-Joint assembly #1288621.....	\$60.00
Transmission 2nd gear #1295995.....	\$35.00
Transmission 2nd & 3rd speed sliding sleeve #1295996.....	\$25.00

Please add 15% for shipping. Thanks

Bob Graves (#1136)

56 Dartmouth St.

Lynn, MA 01904

(781) 593-9534 evenings

• **1937 PARTS**

Trunk lid light.....	\$20.
Trunk tire hold down bracket.....	\$15.
Bolts for bumper guards.....	\$10. each
Front bumper 40-60.....	\$55.
Drivers side rear fenders 40-60.....	\$45.
60-80-90 Series transmission pilot shaft, used but good.....	\$45.

• **1937-1938 PARTS**

Sidemount emblems, original.....	\$95. set
Sidemount emblem, repro-brass.....	\$25. set
Front convertible radiator brackets.....	\$55. set
Rebuilt distributor.....	\$65
Hump back trunk hold open arm.....	\$25.
Water pump, rebuildable.....	\$15.
Map light switch, used.....	\$20.
Generator, 40.....	\$35.
Intake and Exhaust manifolds, 40.....	\$45.
Thermostat housing, 40 Series.....	\$15.
NOS rocker arm shaft with bushings, 40.....	\$75.
Front Wing vents with regulator (chrome in good condition).....	\$45.
Rear wing vent handles, chrome in good condition, 40-60.....	\$25.
Sun visor brackets, very good condition, 40-60.....	\$25.
Transmission center main shaft, used but good, 60-80-90.....	\$45.
Transmission second speed gear, used but good, 60-80-90.....	\$45.
Starter, 60-80-90.....	\$55.
Transmission Synchronizers 60-80-90.....	\$65.
Hump back trunk lid (very good, in prime).....	\$150.

(continued from page 25)

• **1938 PARTS**

Bumper guards, bent a little.....	\$25. each
Oil gauge, used.....	\$30.
Gas gauge, used.....	\$30.
Amp gauge, used.....	\$30.
Temperature gauge.....	\$65.
Grille, right and left side, pitted.....	\$25. set
Battery box with hold-down bracket.....	\$35. set
Engine 40.....	\$100.
Hood, good condition 40.....	\$50. set
Transmission, 40.....	\$75.
New fuel pump kit, 40.....	\$15.
Rear sway bar, 40-60.....	\$45.
Bumper, front, no hole in the center, 40-60.....	\$50.

All prices plus shipping. Call between 9 AM and 1 PM EST Monday to Friday or anytime on Saturday and Sunday.

David Bylsma (#117)
7802 Chevalier Ct.
Severn, MD. 21144
(410) 551-7236

• **1937 PARTS**

- Special block, cracked but repairable.....Free
- Head professionally restored.....150.
- Generator, rebuilt
- Starter, rebuilt

Nelson Rupp (#1254)
PO Box 771
Marquette, MI 49855

• **1937-1938 PARTS**

- NOS original sealed box Delco Remy Voltage Regulator
#1118315 used on all 37/38 Buicks.....\$125.
- NOS lower inner long shaft and bushing kit
for 37/38 (40-60) Series.....\$75. each or \$140. pair
- NOS upper or lower outer support pivot kits.
37/38 (40-60) only.....\$40. each or \$70. pair
- NOS 1937 (60-80-90) Stromberg carburetor repair kit for AA-2 carb.....\$65.
- Delco Remy 663Y distributor for '37 Special. Rebuilt with all NOS parts
including vacuum advance, points, condenser, rotor, cap. Like new.....\$150.

All parts plus shipping

James Lee BCA #3116
PO Box 678
Parrish, FL 34219
(941) 776-2265

1937 & 1938 PARTS The following is just a portion of the parts available. Call with your needs.

• **1937**

Headlight adjusting buckets and reflectors, excellent.....	\$100. pair
Master and DeLuxe heaters.....	\$75. each
AA-1 Carb for SPECIAL, complete.....	\$150.
Rear Fenders, 40-60 Series, excellent.....	\$150. each
SPECIAL grille shell, mint condition.....	\$125.
SPECIAL front fenders, non-welded, excellent.....	\$150. each
NOS SPECIAL U-joint.....	\$30.
NOS SPECIAL steering knuckles.....	\$25. each
CENTURY sidemount fenders with mounting hardware. Left needs repair.....	\$600.
ROADMASTER rims.....	\$50. each
ROADMASTER axles.....	\$100. pair
ROADMASTER front suspension,	call with needs
Coupe & 2 Dr. Sedan side stainless, complete sets.....	\$75.
CENTURY brake & clutch pedal assembly.....	\$35.
Buick 8 clock hole filler.....	\$20.
Bumper guards.....	\$20.
CENTURY radiator.....	\$75.
SPECIAL radiator.....	\$75.
Rear springs 40 & 60, good condition.....	\$100. pair
Radio delete plates.....	\$15.
SMALL & LARGE series throttle linkage.....	\$25.
BIG SERIES rocker assemblies.....	\$50.
Fender lights.....	\$65. pair
Trunk lights, complete.....	\$50.
Tail lights with lenses, all series.....	\$50.
Wiper transmissions.....	\$50. pair
SPECIAL manifold.....	\$75.
Throttle cable.....	\$20.
SPECIAL transmission.....	\$100.
SPECIAL splash pans.....	\$40. pair
CENTURY hood.....	\$200.
Headlight switch.....	\$20.
Radio grilles.....	\$15.
Wiper motors.....	\$15.
Trunk hold-up arms.....	\$20.
Sun visors.....	\$15.
Bumpers.....	\$30. each
Bumper arms.....	\$15. each
Steering wheel.....	\$50.
40 & 60 running board brackets.....	\$50. set

• **1938**

Headlight adjusting buckets and reflectors.....	\$100. pair
Master and DeLuxe Heaters.....	\$75. each
SPECIAL fuel pumps, rebuilt.....	\$40.
SPECIAL fuel pump cores with rebuild kits.....	\$25.
Trunk emblem.....	\$35.
40 & 60 sedan trunk lid, no rust.....	\$75.
Breather tubes.....	\$10. each
Trunk hold-up arms.....	\$20.
734Z starter with solenoid.....	\$50.
Horn button.....	\$10.

(continued from page 27)

SPECIAL hood lettering.....	\$20. pair
Defroster ducts.....	\$15. pair
Wiper transmissions.....	\$50. pair
Rear license plate stand, bracket & light for sedan.....	\$45.
Bumper guards.....	\$20.
Tail lights, complete.....	\$75. pair
Assist straps with screws.....	\$10. each
Throttle cable.....	\$20.
SPECIAL radiator.....	\$75.
Battery tray.....	\$20.
Generator.....	\$50.
SPECIAL manifold, complete.....	\$75.
SPECIAL hood sides & tops.....	\$25. each
Gas tank door.....	\$10.
Sedan trunk weather strip, new rubber.....	\$25.
Grille, no cracks, minor pitting.....	\$200.
Fender lights.....	\$75. pair
Hood ornament, minor pitting.....	\$35.
CENTURY hood sides and tops.....	\$50. each

• **1937 & 1938**

SPECIAL rims.....	\$40. each
Coupe Opera seats, complete, excellent.....	\$500. pair
SPECIAL Oil Bath air cleaner.....	\$75.
Horn rings.....	\$75.
Headlight buckets.....	\$20. each
40-60 Series radio hanger brackets.....	\$25. each
40-60 Series trunk hinges.....	\$75. pair
Large Series air cleaner.....	\$75.
40-60 kingpin sets.....	\$30.
Starter drives.....	\$20.
LARGE SERIES fan belts, new.....	\$15.
Map light switches.....	\$15.
SMALL SERIES spark plug covers.....	\$40.
SPECIAL air cleaner.....	\$50.
Rear fender splash aprons.....	\$15. each
SPECIAL manifold ends.....	\$50.
16" beauty rings.....	\$10. each
2 Door rear ash trays.....	\$20. pair
Headlight bezels.....	\$20. each
Trunk hinges.....	\$75. pair
SPECIAL oil pump.....	\$35.
Front arm rests.....	\$25. pair
Rear view mirrors.....	\$15.
SPECIAL rear motor mounts.....	\$15.
CENTURY rear motor mounts.....	\$35.
40 & 60 4 dr. sedan doors.....	\$50. each
Front vent window frames & mechanisms.....	\$35. each
LARGE SERIES fuel pump cores.....	\$50.
New speedometer cables.....	\$20.
SPECIAL timing chain, new.....	\$35.
Combination King bolt bushing reamer and driver, new in the box.....	\$40.

Dave Tacheny (#997)

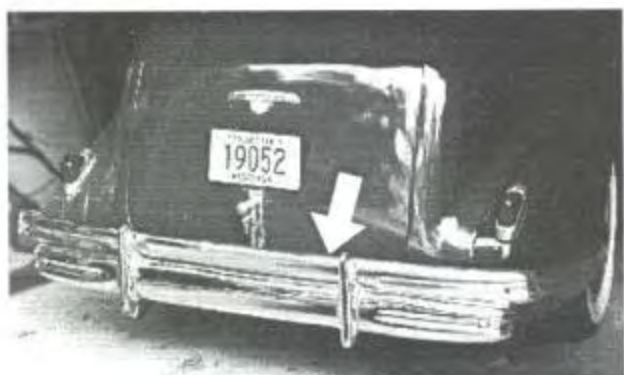
11949 Oregon Ave. N., Champlin, MN 55316 - (612) 427-3460

(continued from page 28)

• **1938 PARTS**

I wish to sell the upper 1938 bumper shown in the photo. It is 70" long, about 5" longer than the rear bumper of my '38 Special. I'm not sure what series it fits.

Chuck Ash (#500)
211 Station Circle
Hudson, WI 54016
(715) 386-1294



FREE PARTS

• **FOR 1938** Special Model 41

Empty torque tube and rear axle housing.
Chassis. Never damaged, no rust pits.

Free, you pick up.

Alfred Goad (#942)
3665 Chaneyville Road
Owings, MD 20736
(301) 855-5292

Parts **WANTED**

WANTED FOR 1938 SPECIAL:

- Wiper Transmissions
- Center grille stainless trim
- Grille emblem
- Have mint 1940 wiper transmissions available for trade.

Charles Wenger (#1278)
(410) 877-7150 after 6:00 EST

WANTED FOR 1938:

- A repro or NOS '38 Buick nose badge that sits between the two grille halves.
- Need butter-fly and grooved rod from top of a Stromberg AAV-2 carburetor.

Tom Francis (#1144)
6415 E. Decorah Ave.
Oshkosh, WI 54901
(920) 688-2339

WANTED FOR 1938:

- Center grille stainless trim and grille emblem
 - Wiper transmissions. I have NOS 1940 wiper transmissions for possible trade.
- Charles Wenger (#1278)
2606 Whitt Road
Kingsville, MD 21087
(410) 877-7150 after 6 PM EST

WANTED FOR 1937:

Roadmaster rear bumper wanted
Jack Mapes (#1019)
(402) 792-2548 anytime

WANTED FOR 1938:

- Wheels for Limited, 16" x 5" rim, 5 bolts, 5 1/2" bolt diameter, 3 7/8" hub.
- Mick LaFevers (#1030)
2019 North Broadway
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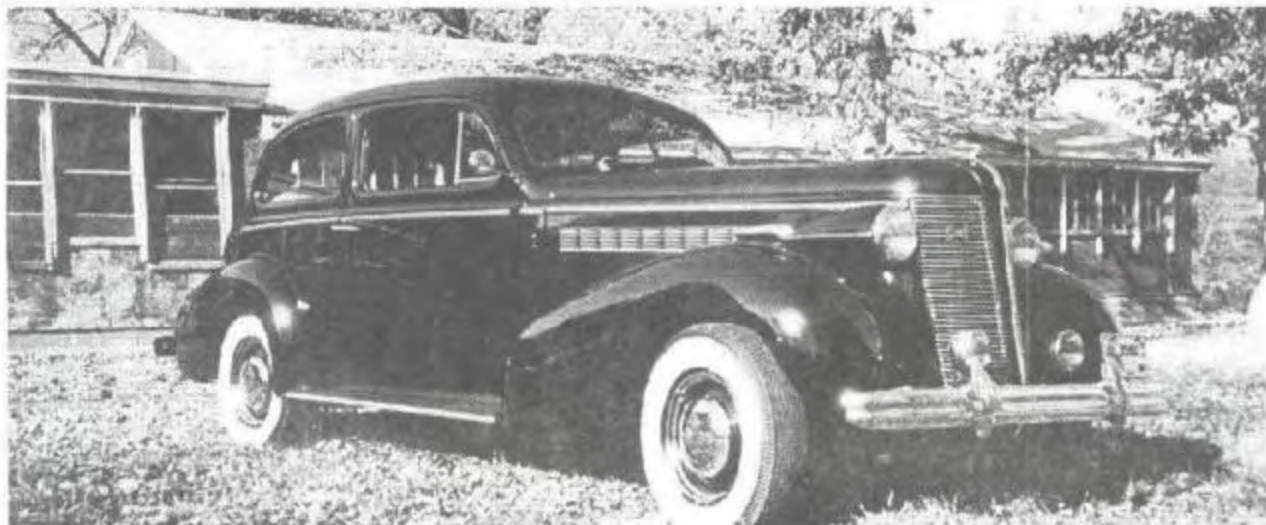
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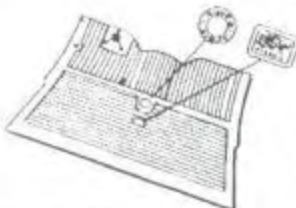
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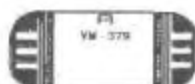
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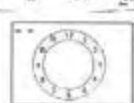
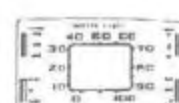
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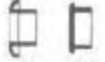
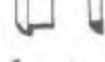
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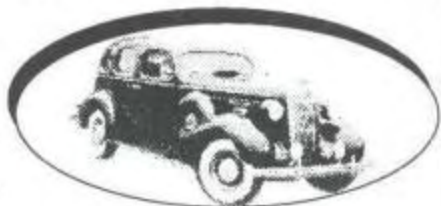


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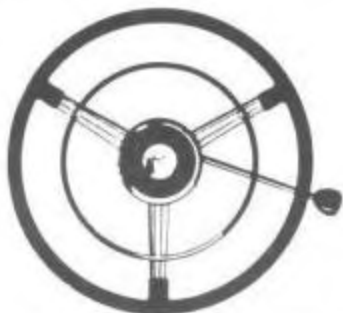


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